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MAR 1952 51-46

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 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY USSR
 SUBJECT Economic - Rail transportation

DATE OF
 INFORMATION 1953-1954

HOW
 PUBLISHED Daily newspapers

DATE DIST. 9 Feb 1954

WHERE
 PUBLISHED USSR

NO. OF PAGES 3

DATE
 PUBLISHED 13 Oct 1953-2 Jan 1954

LANGUAGE Russian, Kazakh

SUPPLEMENT TO
 REPORT NO.

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COMPLETION OF TWO SOVIET RAIL LINES;
CONSTRUCTION OF RAILROAD FACILITIES, WATER-SUPPLY DAMS

COMPLETE MOINTY-CHU LINE -- Moscow, Pravda, 27 Oct 53

The Mointy-Chu section of the railroad line connecting Karaganda and Alma-Ata has been completed [see appended sketch]. It is the shortest route connecting the southern regions of Kazakhstan with the central and northern regions of the republic, and with Siberia and the Urals. South Kazakhstan, Uzbekistan, Kirgiziya, and other republics of Central Asia will now receive more quickly coal from Karaganda, metal, machinery, and lumber from the Urals, and grain from northeastern Kazakhstan and Siberia. In the opposite direction there will be a flow of fruits, vegetables, sugar, rice, livestock products, and textiles.

In the construction of the new line 9 million cubic meters of earth were moved, almost 900,000 cubic meters of ballast were laid, and a great number of structures, including 168 track buildings and 12 stations, were erected. Some 22,500 square meters of living space were made available for railroad personnel. Nine schools, plus clubs, playgrounds, restaurants, stores, and medical buildings were also constructed.

Regular traffic of passenger and freight trains has begun on the new line.

KULUNDA-BARNAUL SECTION PUT INTO FULL OPERATION -- Moscow, Pravda, 27 Dec 53

On 26 December 1953, the state commission accepted for full operation the newly constructed Kulunda-Barnaul section of the South Siberia Railroad System. The section extends for 343 kilometers over the Kulunda steppes and connects agricultural regions with industrial centers.

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In the course of the construction, workers moved more than 5 million cubic meters of earth, laid nearly 18,000 cubic meters of cement for structure and laid 811,000 cubic meters of ballast. Almost 12,000 square meters of living space were made available for railroad workers.

CONSTRUCT WATER-SUPPLY DAMS FOR AKMOLINSK-PAVLODAR LINE -- Alma-Ata, Kazakhstanskaya Pravda, 30 Oct 53

The problem of water supply for the Akmolinsk-Pavlodar section of the South Siberia Railroad System, now nearing completion, is being solved by the construction of three large dams on the Maydan, Ulenty, and Shiderty rivers. The dams on the Maydan and Ulenty rivers are almost finished. In the 1954 spring flood millions of cubic meters of water will be stored in the reservoirs formed by these dams. Aqueducts will supply water from the reservoirs to the stations and sidings of the new line.

The crews of construction and installation work trains No 39, No 137, and No 224 are working on the construction of dams and water-supply points. Along the line, the little villages of Sary-Oba, Yerkenshilik, Yeremen'-Tau, Ulenty, Boshchekul', Shiderty, Ekilastuz, Kalkaman, and others have grown up and expanded.

AKMOLINSK-PAVLODAR SECTION PUT INTO FULL OPERATION -- Moscow, Izvestiya, 27 Dec 53

On 26 December 1953, at a meeting of construction workers at the Yeremen'-Tau station, Kulikov, chairman of the state commission, stated that the commission had accepted for full operation the newly constructed line from Akmolinsk to Pavlodar. The line is 438 kilometers long. The chairman noted the high quality of the work done on the line.

The construction workers completed more than 11 million cubic meters of earthwork, built 198 structures, as well as railroad stations, dwelling houses, clubs, and schools.

After the meeting, Kerimbayev, Chairman of the Presidium of the Supreme Soviet Kazakh SSR, cut the ribbon formally opening the line to traffic. From the direction of Pavlodar a huge train appeared, hauling construction lumber and coal. Another train passed from the direction of Akmolinsk.

CONSTRUCTION ON CHARDZHOU-KUNGRAD RAILROAD LINE -- Moscow, Pravda, 2 Jan 54

Construction workers of the Chardzhou-Kungrad line have completed the next-to-last section of track. The first freight consists have arrived at the Shumanay station.

EXPAND STATION FACILITIES -- Moscow, Gudok, 13 Oct 53

In 1953 and 1954, 1,260 additional stations will handle less-than-car-load shipments. All these stations will be provided with freight scales and loading and unloading equipment.

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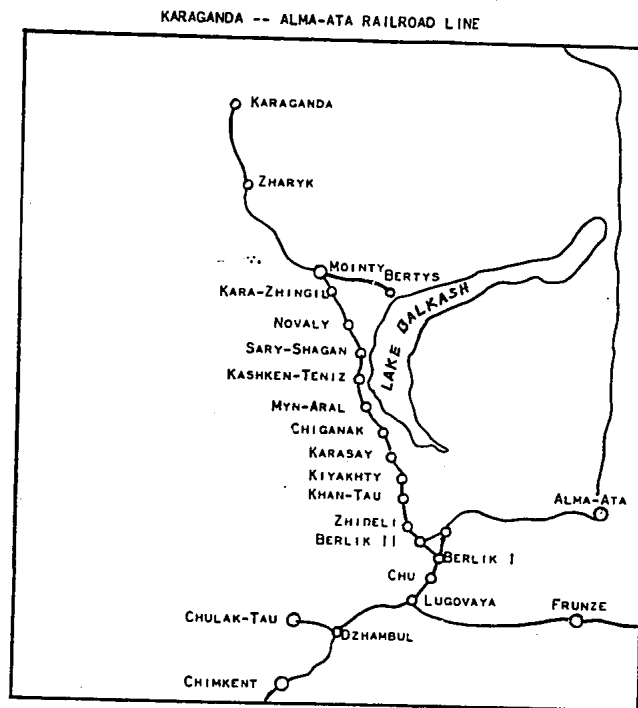
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The number of points for the reception and dispatching of container shipments will be increased by 100 in 1953, and by 400 in 1954.

From 1953 through 1956, new warehouses and platforms for handling freight will be provided at 1,577 stations, and 345 buildings for freight offices and a number of ice plants will be constructed. In 1954 alone, the Ministry of Railways will receive 3,000 refrigerator cars, 400 of which will be used for hauling milk.



Sources: Alma-Ata, Kazakhstanskaya Pravda, 27 Oct 53

Alma-Ata, Sotsialistik Kazakhstan, 27 Oct 53

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